

**REMARKS**

This response follows an Office Action of July 17, 2001. The Applicant has cancelled claim 10 directed to the non-elected invention. A decision on the filing of a divisional application will be made prior to completion of this prosecution. The allowability of claim 7 is noted with appreciation. It is, however, believed that the remaining claims are allowable.

With respect to the objection to claims 3 and 8 as being improper dependent claims, in the Examiner's view directed only to the intended use of the tire mounted on a vehicle, the Applicant has taken two steps. First, claim 1, which is directed to a pneumatic tire remains but new claim 11 directed to a pair of mounted pneumatic tires is presented. This independent claim then defines tires which have been mounted. Also, to provide the necessary predicate for claims 3, 8 and 11 defines "a pair". This is because claims 3 and 8 define two tires, a left-wheel tire and a right-wheel tire. It is therefore believed that claim 11 sets forth the predicate to provide a basis for mounted tires. Then, claims 3 and 8 have been appropriately amended to now depend from claim 11 and set forth the appropriate tire pair. The issue raised in paragraph 7 of the Office Action has now been dealt with and the objection removed.

Remaining then for consideration, is the rejection to claims 1-6, 8 and 9 as anticipated by UK patent '834. Rejection is respectfully traversed.

As set forth in this application, an object of this invention is to provide a high performance tire, which is capable of effectively improving the braking performance of a vehicle, particularly the stability of the vehicle during sudden braking. The claimed invention in the context of claim 1 defines a tire, which has an unsymmetrical reinforcing arrangement, that

is, the reinforcing members are set forth in an unsymmetrical way relative to two tire zones. The first tire zone is defined as located in outside of the vehicle and the second tire zone is defined as at an inside of the vehicle. These zones pertain to the same tire. The result then, as described and illustrated in the Figures, is that the shearing rigidity of the reinforcing member in the circumferential direction, that rigidity serving to apply a braking force to the tire is larger in the first zone then it is in the second tire zone.

The UK reference provides a single tire adapted for a different purpose utilizing a different construction. In particular, the reference employs a reinforced sidewall that presents a degree of radial suppleness, that is flexibility which is less than that of the opposite sidewall. The reference does not disclose having a construction with a different shearing rigidity in the circumferential direction between tire zones in order to maintain stability of vehicle posture during braking. The difference is more than of intended use or results. Applicant's construction provides an enhanced shearing rigidity in the first tire zone in the circumferential direction with respect to the action of the braking force. Reference is made to Figures 3, 4 and 5 of this application. In contrast, in the prior art, there is enhancement in radial rigidity of one sidewall. Shearing rigidity does not logically follow and especially in a particular zone of the tire, that is in a first zone in the circumferential direction with respect to the action of the braking force.

Stated differently, in Applicant's construction with respect to the tire itself, an enhancement occurs ensuring rigidity of the first tire zone in the circumferential direction even if the same reinforcing member is used in the first and second tire zones. This can be demonstrated in the context of this application.

Reference is made to Figure 5, which shows a preferable embodiment in which the first and second tire zones comprise the same reinforce member with the exception that both the cord extending direction and the reinforcing member in the first tire zone and in the second tire zone are directed upward to the right and the left-wheel tire and upward to the left in right-wheel tire.

Reference is also made Example 1 in Table 1 of this application on page 18. There, the first tire zone and the second tire zone are constituted by using the same reinforcing member. In this case, the rigidity in the radial direction is the same in both tire zones. But, the shearing rigidity in the circumferential direction with respect to the action of the braking force differs largely between the two tire zones. Thus, the prior art is distinguishable and the results attained here will not inherently flow from the disclosure of the prior art. On that basis, the rejection is traversed and reexamination and reconsideration is respectfully requested.

The prior art shows and discloses at best, a reinforced area in one sidewall to provide a degree of radial flexibility. That disclosure, however, will not necessarily or, even inherently, result in a differential shearing rigidity between two tire zones located on an inside and outside relative to the vehicle.

Thus, in addition to claim 7, it is believed that the remaining claims are now allowable. Should the Examiner have any questions, she is requested to contact the undersigned attorney of record at the local

In view of the above, reconsideration and allowance of this application are now believed to be in order, and such actions are hereby solicited. If any points remain in issue which the

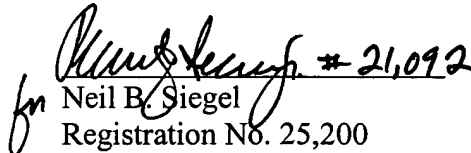
AMENDMENT UNDER 37 C.F.R. § 1.111  
U.S. Application No.: 09/558,334

Examiner feels may be best resolved through a personal or telephone interview, the Examiner is kindly requested to contact the undersigned at the telephone number listed below.

Applicant hereby petitions for any extension of time which may be required to maintain the pendency of this case, and any required fee, except for the Issue Fee, for such extension is to be charged to Deposit Account No. 19-4880.

Respectfully submitted,

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**APPENDIX**  
**VERSION WITH MARKINGS TO SHOW CHANGES MADE**

**IN THE CLAIMS:**

**Claim 10 is canceled.**

**The claims are amended as follows:**

3. (Amended) A pair of mounted pneumatic ~~tire~~ tires according to claim ~~4~~ 11, wherein the pair comprises left- and right-wheeled tires symmetrically located at both sides of the vehicle with respect to a center line of the vehicle in a widthwise direction and the tires are constituted so that the reinforcing members arranged in the first and second tire zones are symmetrical with respect to the center line in both tires.

8. (Amended) A pair of mounted pneumatic ~~tire~~ tires according to claim ~~4~~ 11, wherein the pair comprises a right-wheeled tire and a left-wheeled tires and, wherein a cord extending direction of at least one of a reinforcing layer located at an innermost side in the widthwise direction of the tire and a width-widest reinforcing layer among the plural reinforcing layers constituting the reinforcing member is upward to the right in the left-wheeled tire and the upward to the left in the right-wheeled tire as the reinforcing members arranged in the first and second tire zones viewing a plan of the tire mounted onto the vehicle at its phantom developed state from a ground contact side of the tread portion when a forward running direction of the vehicle is upward.

**Claim 11 is added as a new claim.**